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Please amend the application as follows prior to examination on the merits.

IN THE CLAIMS

Please cancel claims 1-12 and add the attached new claims 13-24.

REMARKS

Prior to a formal examination of the above-identified application, acceptance of the new claims and the enclosed substitute specification (under 37 CFR 1.125) is respectfully requested. It is believed that the substitute specification and the new claims will facilitate processing of the application in accordance with M.P.E.P. 608.01(q). The substitute specification and the new claims are in compliance with 37 CFR 1.52 (a and b) and, while making no substantive changes, are submitted to conform this case to the formal requirements and long-established formal standards of U.S. Patent Office practice, and to provide improved idiom and better grammatical form.

The enclosed substitute specification is presented herein in both marked-up and clean versions.

STATEMENT

The undersigned, an agent registered to practice before the Office, hereby states that the enclosed substitute specification includes the same changes as are indicated in the marked-up copy of the original specification. It does not contain new subject matter.

Respectfully submitted,



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Claims

1-12 Canceled

13. (New) A tire pressure monitoring device for a motor vehicle, the device comprising:

a direct measurement tire pressure monitoring system including a transmission device for transmitting tire pressure values determined by pressure sensors, the direct measurement tire pressure monitoring system includes a tire pressure measuring device for measuring a tire pressure value only on each wheel of a driven vehicle axle and on at most one wheel of a non-driven axle; and

an indirect tire pressure monitoring system that operates utilizing wheel speed sensors, the indirect tire pressure monitoring system includes at least one wheel speed sensor on a non-driven vehicle axle.
14. (New) The tire pressure monitoring device according to claim 13, wherein the transmission device comprises a transmitting and receiving unit which allows wireless transmission of the tire pressure values.
15. (New) The tire pressure monitoring device according to claim 14 further comprising a single central reception antenna that is connected to the receiving unit and is allocated to all transmitting units of the individual tire pressure measuring devices.
16. (New) The tire pressure monitoring device according to claim 15, wherein a reception antenna is arranged in direct vicinity of a respective transmitting unit and is allocated to each transmitting unit of a tire pressure measuring device, and each individual antenna is connected to the receiving unit.
17. (New) The tire pressure monitoring device according to claim 16, wherein the indirect tire pressure monitoring system includes an additional wheel speed sensor on the driven axle or on a wheel of the driven axle.

18. (New) The tire pressure monitoring device according to claim 16, wherein the indirect tire pressure monitoring system includes wheel speed sensors on all vehicle wheels.
19. (New) The tire pressure monitoring device according to claim 18, wherein the evaluating unit is provided with information about the yaw rate or the lateral acceleration of the vehicle by way of at least one additional driving dynamics sensor.
20. (New) A method of monitoring tire pressure for a tire pressure monitoring device including a direct tire pressure monitoring system and an indirect tire pressure monitoring system, the method comprising:
 - determining tire pressure values;
 - starting a learning mode for determining reference values from wheel speed values of the indirect tire pressure monitoring system;
 - determining threshold values for a tire pressure loss from the determined reference values;
 - establishing current comparison values from the wheel speed values of the indirect tire pressure monitoring; and
 - evaluating a difference between the established current comparison value, the reference value and the tire pressure values in consideration of detection thresholds with respect to tire pressure loss.
21. (New) The method of monitoring the tire pressure according to claim 20, wherein the indirect tire pressure monitoring system processes only wheel speed

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information of non-driven wheels for establishing the tire pressure values or corresponding characteristic quantities.

22. (New) The method of monitoring the tire pressure according to claim 21, wherein the current comparison values and the reference values comprise a quotient, and a counter thereof is produced from a difference or a sum of two characteristic quantities of the non-driven axle that describe the wheel rotational speed, and with the denominator being produced at least from a standardized quantity which is at least one of;

determined with characteristic quantities of the non-driven axle; and

determined with a characteristic quantity of the driven axle.

23. (New) The method of monitoring the tire pressure according to claim 20, wherein the learning mode is started by actuating a reset button.

24. (New) A computer program product for a tire pressure monitoring device including a direct tire pressure monitoring system and an indirect tire pressure monitoring system, the computer program product comprising:

code for determining tire pressure values;

code for starting a learning mode for determining reference values from wheel speed values of the indirect tire pressure monitoring system;

code for determining threshold values for a tire pressure loss from the determined reference values;

code for establishing current comparison values from the wheel speed values of the indirect tire pressure monitoring; and

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code for evaluating a difference between the established current comparison value, the reference value and the tire pressure values in consideration of detection thresholds with respect to tire pressure loss.